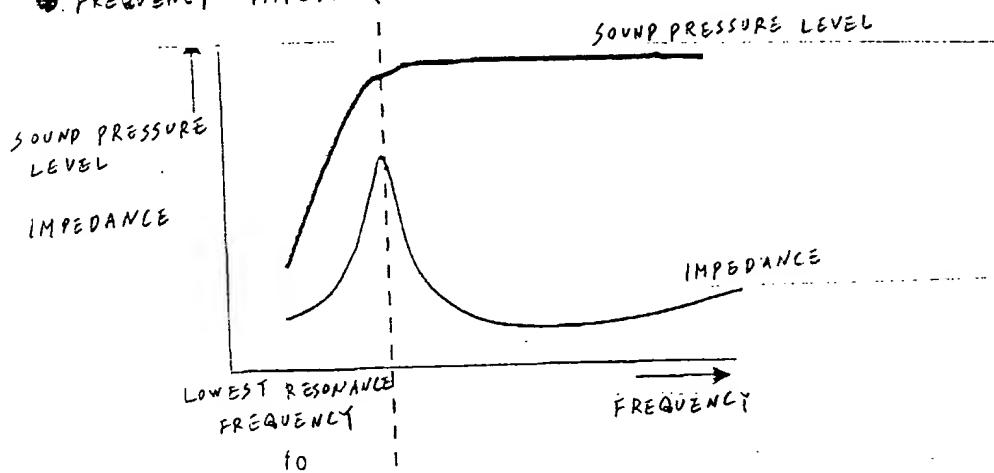


## APPENDIX 1

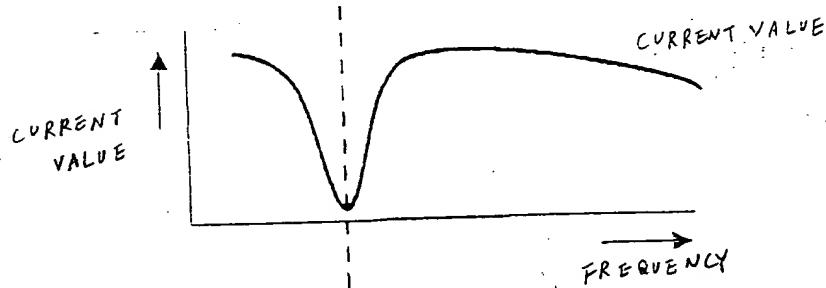


## 1-A CHARACTERISTIC OF ORDINARY SPEAKER

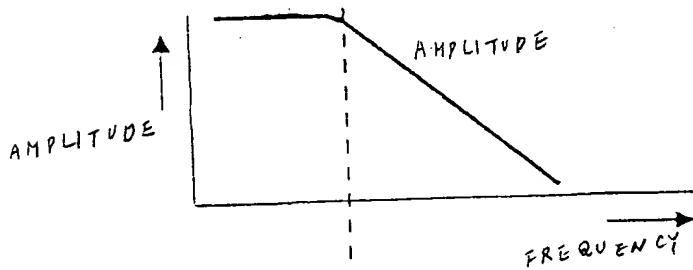
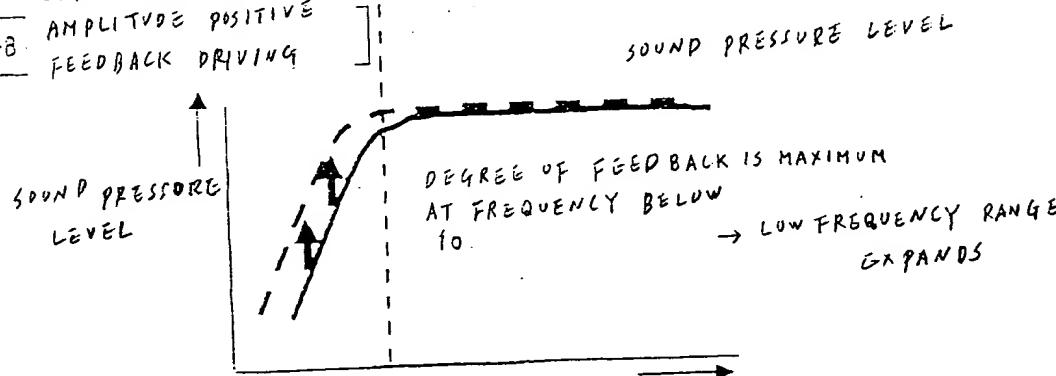
- FREQUENCY - SOUND PRESSURE LEVEL
- FREQUENCY - IMPEDANCE



## ● FREQUENCY - CURRENT VALUE

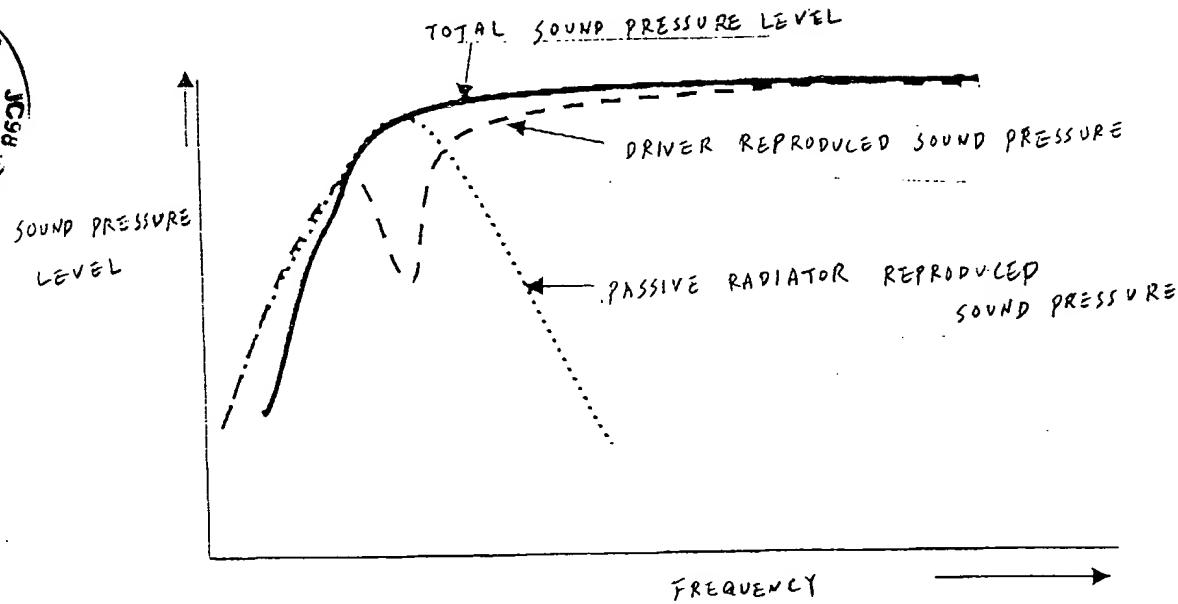


## ● FREQUENCY - AMPLITUDE

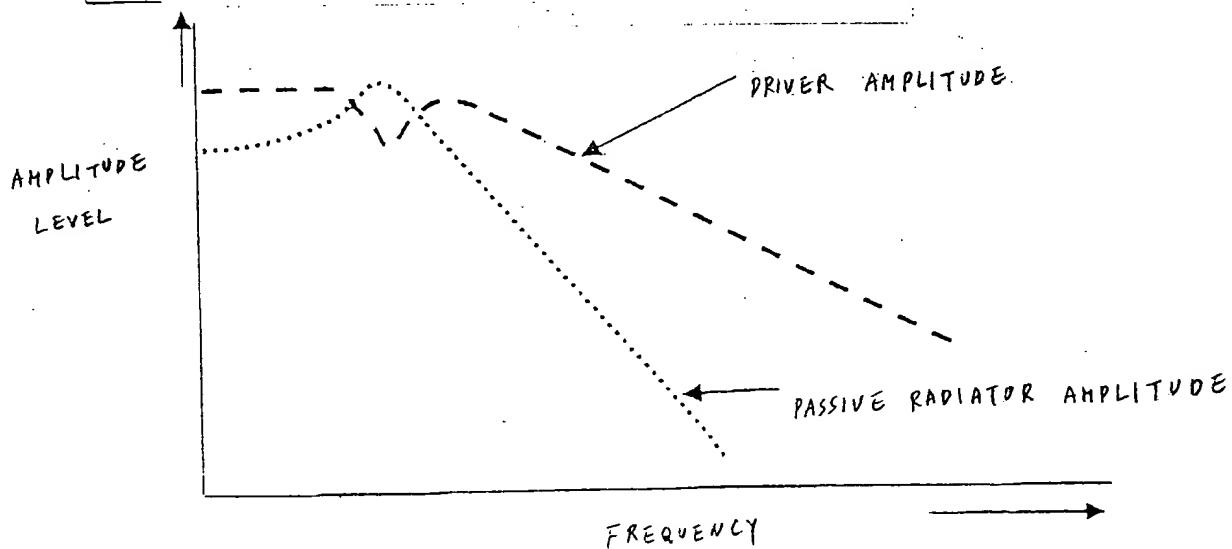
CHARACTERISTIC OF  
AMPLITUDE POSITIVE  
FEEDBACK DRIVING

## APPENDIX 2

REPRODUCED SOUND PRESSURE OF  
 2-A DRIVER AND PASSIVE RADIATOR



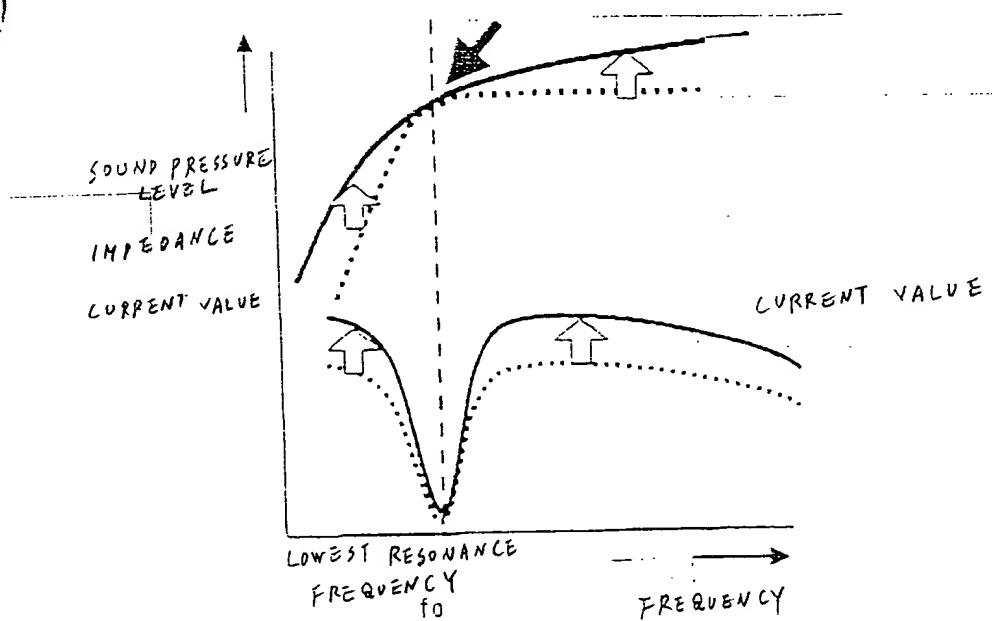
2-B AMPLITUDE OF  
 DRIVER AND PASSIVE RADIATOR



## APPENDIX 3

## CURRENT POSITIVE FEEDBACK OPERATION (NEGATIVE IMPEDANCE DRIVING)

→ WHEN CURRENT FLOWS, THE CURRENT FURTHER FLOWS OWING TO POSITIVE FEEDBACK  
 → DEGREE OF FEEDBACK IS MINIMUM AT  $f_0$



ADDITIONAL APPENDIX

: EQUIVALENT CIRCUIT OF PASSIVE RADIATOR AND ITS OPERATION

VOLTAGE  $F$  : DRIVING FORCE

CURRENT  $I$  : VIBRATING SPEED

$R_{drive}$  : EQUIVALENT MECHANICAL RESISTANCE OF DRIVER VIBRATING SYSTEM

$L_{drive}$  : EQUIVALENT MASS OF DRIVER VIBRATING SYSTEM

$C_{drive}$  : EQUIVALENT COMPLIANCE OF DRIVER VIBRATING SYSTEM

$R_{passiv}$  : EQUIVALENT MECHANICAL RESISTANCE OF PASSIVE RADIATOR VIBRATING SYSTEM

$L_{passiv}$  : EQUIVALENT MASS OF PASSIVE RADIATOR VIBRATING SYSTEM

$C_{passiv}$  : EQUIVALENT COMPLIANCE OF PASSIVE RADIATOR VIBRATING SYSTEM

$C_{cabinet}$  : EQUIVALENT COMPLIANCE OF CABINET

**RECEIVED**

MAR 27 2003

R<sub>drive</sub> L<sub>drive</sub> C<sub>drive</sub> R<sub>passiv</sub> L<sub>passiv</sub> C<sub>cabinet</sub> Technology Center 2600

F  $\sim$

C<sub>cabinet</sub>

① FREQUENCY HIGHER THAN RESONANCE FREQUENCY:  
 ONLY DRIVER VIBRATES, BUT PASSIVE RADIATOR DOES NOT VIBRATE

R<sub>drive</sub> L<sub>drive</sub> C<sub>drive</sub> R<sub>passiv</sub> L<sub>passiv</sub> C<sub>passiv</sub>

F  $\sim$

I

C<sub>cabinet</sub>

③ RESONANCE FREQUENCY: CABINET COMPLIANCE AND PASSIVE RADIATOR PRODUCE PARALLEL RESONANCE AND AMPLITUDE OF PASSIVE RADIATOR BECOMES MAXIMUM.  
 OWING TO PARALLEL RESONANCE, IMPEDANCE BETWEEN A AND B IN EQUIVALENT CIRCUIT INCREASES AND DRIVER AMPLITUDE DECREASES.

R<sub>drive</sub> L<sub>drive</sub> C<sub>drive</sub> R<sub>passiv</sub> L<sub>passiv</sub> C<sub>passiv</sub>

F  $\sim$

C<sub>cabinet</sub>

B

I